

JANUARY  
FEBRUARY  
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A PUBLICATION of the AMERICAN Y-FLYER YACHT RACING ASSOCIATION

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## THE BEERS

By Clint Hodges



The 2012 Beers Regatta Winners (front row - l to r) Andrea Bright, Greg Andrews Steve Roeschlein, William Rogers, Lauren Kinzer, Shelby Hatcher, Sammy Hodges, Sam Gervais.

(Back row l to r) Ned Gross, Missy Creech, John Bright, Clint Hodges, Lauren Yapp, Fred Dorr, Jill Barton, Mark Barton, Mike Stewart, Alex Padgett, Jess, Gruchaz, Emily Kovach, Craig Bennett, John Bennett Not pictured, Carly Irvine, John Irvine.

This year's Gilbert Beers Memorial Regatta hosted a total of 27 boats from around the southeast and as teams from as far away as Indiana, Illinois, Kentucky, Arkansas, and New York. This year's theme took on the Bavarian tradition of Oktoberfest. Also new to the regatta this year the inexperienced hosts, Clint and Kate Hodges. While we've spent much time around the Y-Flyer fleet and regattas at AYC, we have never taken the chance on the undertaking of being a regatta host. What did we learn? The key ingredients to the Oktoberfest Beers Regatta: beer, sausage, potatoes, a beer tent, and beer.

Friday night kicked off the start of the regatta with Shirley Gore's infamous "Welcome Aboard" party. Incoming sailors were welcomed with a hamburger cookout, complete with a bonfire and s'mores. Three

junior races were held Saturday morning, in perfectly windy (and a little chilly) conditions. The first place trophy going to AYC's own Shelby Hatcher, and crew Sammy Hodges, who sailing a perfect three bullet regatta. Second place went to Lauren Yapp who had Gregg Andrews as crew, who finished with three seconds. Third and fourth place trophies went to Carly Irvine (with John Irvine crewing), and Max Irvine (with Leslie Irvine crewing). After a morning of spectating, boat rigging, and catching up with old friends, oh... and a lunch filled with bratwurst (big thanks to the Thompson family) we were ready to sail. To say that conditions were perfect is a complete understatement! The breeze built up to a consistent 10-15 with the temperature barely below 60 degrees the entire weekend. The race committee was able to get off two races Saturday with just enough time for everyone to hit the showers for happy hour!



With a great breeze, Shelby Hatcher with crew Sammy Hodges round the leeward mark at the 2012 Beers Junior Regatta. Shelby would win the Junior honors with three bullets.

Saturday night consisted of a proper German fest, live music, and a variety of hearty seasonal beers. Marvil Rodney of Rodney's Soul Food in Smyrna provided catering services and a wonderful pork tenderloin dish for the 100+ people at the party. The BBQ pavilion was abuzz with plenty of music provided by the local talents of Scoot Johnson and Bill Florkowski. Many enjoyed the food and music, so if you're interested in contacting either of these groups I would love to give you their contact information. After heading back to cabins so graciously lent out to the out-of-towners for the regatta, breakfast was served for the final day of racing. Sunday morning, the final race of the regatta was sailed in slightly lighter conditions but still a consistent 7-10.

See BEERS on page 3

# A•Y•F•Y•R•A

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## A FEW WORDS FROM EL PRESIDENTE

By Terry Frasier, Y-2804



It's always inspiring to see a lake full of Y-Flyers at a regatta. It makes me wonder why more people don't race, or even sail. I know what it is that keeps me coming back every weekend.

1. I like the excitement of trying to keep one step ahead of the wind. Being ready for a gust, figuring out the short-cuts to the next mark of the course, and to match speeds with other sailors.  
2. I like to feel the breeze on my face and hear the sounds of water, wind and the boat as it's moving well.

3. I like to be challenged by a set of constantly changing variables and then try to come up with a solution quicker than other sailors on the course.

4. I like the physical exercise involved with one design sailing. It keeps me feeling good.

5. I like to tinker with things on the boat. Stuff like measuring this and that, playing with the settings, and then most of the time putting things back the way they were.

6. I like to sail with a crew. I like to share the fun and excitement. I like the conversations. I like to participate in a sport as a team.

7. I like that it is a "life sport."

8. And I like getting together with other sailing friends and talking about the sport. I love to laugh, hear the stories and even tell a few of my own. It's a sport where you can party with your opponents after it's over.

That being said, I've come up with this list of reasons why sailors quit the Y.

1. Family concerns. A new spouse, a new child, kids with other interests.

2. Job reasons. Weekend work. No work.

3. The rising costs.

4. A move away from an area where there are Y-Flyers.

5. The time involved.

6. Physical reasons leading to a cruising boat or to an inability to sail.

7. Lack of a regular crew.

8. An interest in other sports or hobbies.

9. Bad experience on the race course.

10. Grow tired of the sport.

But the thing I wonder most about is why more people don't take up the sport of sailing or one-design racing. Here is what I have discovered.

1. Just not interested in sailing or racing sailboats....period.

2. There's too much other stuff in my life. My other hobbies, the kids and their interests, etc.

3. Too complicated. Learning to sail takes too much time and too many lessons.

4. Sailboats can tip over and I don't like that.

5. The rules of sailboat racing are way too complicated to learn.

So, in the year 2013, let's all take the challenge to find solutions to the barriers and introduce new people to sailing. Let's share what we like about our sport with others. This can be a great year.



You can have custom embroidered wear like Fleet Number One! Lavon ([the.flyer.editor@gmail.com](mailto:the.flyer.editor@gmail.com)) can put you in touch with the right embroidery shop!



The blue fleet consisted of seven boats with trophies given to the top three finishers. First place in the blue fleet went to Carolina Yacht Club's Craig Bennett and crew Sam Gervais who dominated the competition and rightfully earned their place in the gold fleet next year. Gold fleet trophies were given to the top five finishers, and some "special" awards were also given out to some worthy folks. The "Down the Tubes" award went to the sister-team of Amanda Hodges and Tara Whitworth for their upside down sailing in the final race. The Spike Wilson "Going for All the Marbles" award was given to myself and




Alan Thompson and his daughter, Marie, enjoy the festivities at The Point. With the band, a great assortment of beer and the excellent BBQ dinner, everyone had a smile on their face.

crew Lauren Yapp for our tireless efforts to remain uncovered in the second and third races, to no avail. Third place, and the top finishing AYC sailor and recipient of the Bing Owens Trophy, was Fred Dorr and crew William Rogers. In second place were Steve Roeschlein and Mike Stewart from Indianapolis. Finally, the winner of the Oktoberfest Beer's Regatta was Mark Barton and crew Jill Barton of Grand Maumelle Sailing Club with three first place finishes and a "perfect regatta" notch added to their sailing belt. Mark and Jill have attended many an AYC Open and Beers regatta and their performance on Allatoona definitely shows! They look to be sure contenders when the time comes for the 2013 Y-Flyer Nationals hosted by AYC. We can only hope for amazing conditions like we've had for this year's Beers Regatta. I hope everyone will be able to attend the regatta that Nile Hatcher is putting together for us this coming June.



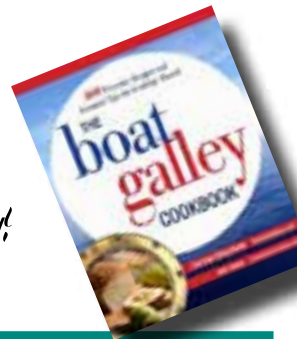
The band cranked it up Saturday night for an exciting open-air evening.

Thanks to Carl Owens and his race committee team for a splendidly run regatta, and a big thanks to Y Fleet #1 for all their help in planning and orchestrating this event. If my sister and I have learned anything from this endeavor it is that our club is made up of some amazing, helpful people and that good clean fun is always the focus of our weekends spent by the lake. An infinite amount of thanks goes out to all the cabin owners who lent their places out, all the volunteers for meals and labor, Barry for his setup, and the rest of the club for coming out to join the fun. Cheers to all the trophy recipients and drink heartily to another great regatta held at the Atlanta Yacht Club!



"Any fool can carry on, but a wise man knows how to shorten sail in time."  
Joseph Conrad

Have You Got Yours Yet? Go to Amazon.com for your copy!



"I see your wife is going to kill you when she learns you bought another boat. But, you didn't need me to tell you that."



## Daffynitions

**Bow**  
A physical act performed to acknowledge those who are applauding your fine sailing skills.

**CLEW**  
An indication from the skipper as to what he might do next.

**GYBE**  
A common way to get unruly guests off your boat.

**HEAVE-HO**  
What you do when you've eaten too much Ho.

**JACK LINES**  
"Hey baby, want to go sailing?"

**STERN**  
A facial expression frequently seen on the faces of very serious skippers.

**YAWL**  
A sailboat from South Carolina, with some good bourbon stored down yonder in the cabin.

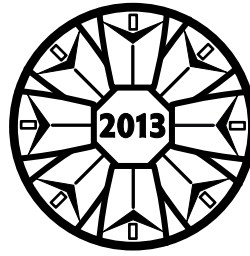
# WELCOME HOME, ALL Y'ALL!

By Nile Hatcher Y-2762

*The 2013 Y-Flyer National Championship Regatta will provide competition regardless of your experience level.*

Y-Flyer Fleet #1 and the Atlanta Yacht Club (AYC) cordially invite you to attend the 2013 Y-Flyer National Championship Regatta and Family Reunion celebration.

On Monday and Tuesday, juniors will compete, followed by the seniors on Wednesday through Friday. Once again, the National Challenger Fleet Series will be held in conjunction with the Senior National Championship Regatta. The Challenger Fleet Series provides excellent competition for skippers who are newer to Y-Flyer racing.



## Y-FLYER NATIONALS Atlanta Yacht Club JUNE 17 - 21

It's been a long time since we've seen a lot of our Y-Flyer family, so come join us for a good, old-fashioned family reunion in conjunction with the regatta. If you can't compete, you are still invited to come and relive old times, share stories of past competitions and meet some of our newer Y-Flyer family members.

Mama Lavon will be cooking up a storm in the kitchen, need I say any more about how well we will be eating? Papa Nile will be showing off the new clubhouse and acting as your concierge for the week. Great Uncle Carlin, along with Cousins Craig and Rusty, will be there telling tall tales down at the hoist. Everyone is coming back home to the southern motherland of Fleet #1. Heck, I bet even Great-great Uncle Randy will make an appearance.

We are asking everyone to bring their old sailing photo albums from the 50's, 60's, 70's, etc. to share at the Welcome Aboard Party. For those family members who no longer sail, we will provide a spectator boat so that you can still view all the action, up close and personal.

Whether you are camping, staying in a hotel or cabin, sailing, or just hanging out watching the world go by, we want your week to be enjoyable and memorable.

We look forward to you spending time at AYC and allowing us the opportunity to show you what southern hospitality is all about. Remember, there is no such thing as northern belles or northern fried chicken. It's just better in the south...

2013 championship trophies (junior, senior and challenger) will be original Buz Benzur works of art. Ask around, and you will find that these hand-crafted beauties rival the likes of Di Vinci, Picasso and Rembrandt and are well worth a trip to Atlanta just to see.

Keep checking those mailboxes as the official invitation and the Notice of Race will appear in Mid-February. In the meantime, if you have additional questions, please feel free to contact me at Nile2762@hotmail.com.

See you in Atlanta!!!!

## 2013 Y-FLYER NATIONALS SAILING QUILT

Calling for prior nationals t-shirts!

The theme for the 2013 nationals in Atlanta is "Family Reunion." The idea for the nationals raffle quilt is to make it from old nationals t-shirts. So, if you would like to contribute an old nationals t-shirt to this worth cause, please mail it to Wanda Black by January 19, 2013. I will use as many of the shirts as I receive; however, duplicate shirts will be returned to their owner sometime during the sailing season. So don't delay, mail your shirt today! If your shirt is selected to be in the quilt, your name will be listed on the quilt label on the back of the quilt. Also, if you would like to donate a shirt in someone's honor, please include a note with the shirt.

Wanda Black  
5840 W. Country Way  
New Palestine, IN 46163





# BETTYE JANE DAUGHERTY

Bettye Jane Daugherty, 85, of Little Rock died December 23. She was born

August 21, 1927 to Charles Bernard and Mary Mildred Erwin. She is preceded in death by her husband, Harold Daugherty, and brother, C.B. Erwin, Jr. She is survived by her sons Dan Daugherty and Drew Daugherty, both of Little Rock, daughter Jane Daugherty Karker of South Thomaston, Maine, and grandchildren Rachel Daugherty, Evan Daugherty, Daniel Karker, Mary Leah Karker and Andrew Daugherty.

She attended Little Rock Senior High School (Central), Ward-Belmont School for Girls in Nashville, Tennessee, and earned a Bachelor of Arts degree from Southern Methodist University.

A Master Gardener, she headed the garden project for the Old State House. She also served as president of the Central Arkansas Horticulture Society. Her home garden in Little Rock's Robinwood neighborhood was often featured on garden tours.

Her strong sense of social justice and community spirit compelled her to become one of the youngest members of the Women's Emergency Committee to Save Our Schools in 1958 during the Central High Crisis.

She and her husband, Hal, were founding members of the Grande Maumelle Sailing Club at Lake Maumelle where for many years she was an active yachts woman and organizer of social events.

At age 81 she authored an historical novel, "The Great Adoption," which was published in 2008.

The family received and greeted friends Friday, December 28, at the home of Drew and Heidi Daugherty, 76 Valley Estates Cove, Little Rock. Funeral service was Saturday, December 29 at Trinity Episcopal Cathedral in Little Rock.

# FISCAL YEAR 2012

Although the calendar has 3 more months before changing, Fiscal Year 2012 for the Class ended on September 30, but it began on October 1, 2011. The Class had Income of \$11,648, Expenses of \$13,850, for a negative balance of \$2,202. The red year was caused by the Class financially backing the National Regatta at the Harbor Island Yacht Club.

The Class received dues from 177 members, consisting of 105 Boat (Active), 11 Associate, 7 Junior, and 57 Crew and 6 Life members. This membership count was less than FY-11 which had 197 members consisting of 117 Boat, 16 Associate, 6 Junior, 52 Crew, and 6 Life Members. The FY-12 total count of dues paying membership was also less when compared to the average count of the last 5 years.

Since the 2012 National Regatta at Harbor Island was a venue without a Y fleet, there were no local volunteers that helped with any meals. All noon and evening meals were catered. Two judges and 1 committee boat people volunteered their time, but were reimbursed for motel costs totaling \$814 instead of being housed for free in local member homes. We also reimbursed for travel gasoline to a Lightning couple from Muncie, IN who volunteered their time and drove the Mark boat. The Mark boat was loaned by the Indianapolis Sailing Club but we paid for on the water gas and the travel gas to get it from and then return it to Indianapolis. The Class gave a \$1,000 donation to Harbor Island for our use of their committee boat, their support boat used by the Judges, and to help offset the loss of income related to the cancellation of their Junior Training during the week of our National Regatta.

The Class received \$945 in donations from its members which is not included in the above Income numbers. Wanda Black made a quilt to support the National Regatta and it was auctioned for \$352. Since the last auction tickets were sold in October 2012 (FY-13) and the auction income not available until then, this income will be indicated as Donations and included in FY-13 numbers.

Paul White  
Sect/Treas

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By Doug Kinzer Y2788

# THE DEVIL'S IN THE DETAILS



Just last evening, over a couple of glasses of wine, Lauren and I started talking about sailing. We got into a good-humored discussion about all of the little things we do to help us get to the front of the fleet and the little things that make the sport more enjoyable, in general. Of course, we gossip about our competition. These details come from everywhere. We pick up tips at the beer truck, in the boat parking lot, the sailing magazines, tuning guides and of course, from the Flyer. With the season fast approaching, I thought I'd share as many of these little things as I can think of, especially since I'm past deadline by about 18 hours. (Insert sound and visual effects here: Editor laughing and rolling her eyes)

## BOAT MAINTENANCE

I've written ad nauseam about taking good care of your boat and keeping up its beauty and operational efficiency. But there are a number of dos and don'ts based on some recent projects I've done for others and what I plan for myself during this upcoming season.

Don't use so much silicone. I've come across more silicone-based hell recently than I could imagine. The main thing to remember is that silicone is a lubricant up to the point where it becomes a glue. I worked on 2 boats that had their compasses glued in, preventing easy access to the front of the boat. Not wanting to buy a compass to replace the one I would have broken in the removal process, I had to come up with plan B. Mast step/ crew consoles aren't going anywhere, and they're held on with large screws. No glue necessary. Silicone only those holes that will allow water into the boat where you can't get at it. Even then, use only a little bit. Those screw holes won't leak all that much water anyway.

Use one style of screw head for your fasteners. I'm considering a surcharge for those for whom I have to switch my screw gun from phillips to slotted and back again.

Those of you who have Turner Y's need to give your non-skid a bath at least 2 or 3 times per year so it will stay clean (along with the rest of the boat, of course). The non-skid is a really tight pattern, so use a good brush (plastic bristles only) and a good cleaning product. I like Clorox Clean-up.

Keep on top of boat care as much as you can. You don't have to spend a ton of money to give your boat the upkeep it needs. When considering the things you do, remember that the more money you spend, the more the "one bad tack" rule comes into play. Do all the little inexpensive stuff like cleaning, buffing, polishing, screw-tightening and so on. Those small things add up to a better result. If you want to spend several hundred dollars on a refit, make sure you won't regret it when you make that one bad tack. Naturally, if money is no object, then go for it.

## TRICKY STUFF ON THE RACE COURSE

Use the rules defensively. This may seem like a big thing, but you can make small gains by making sure to defend your position. Reminder: 2013 brings about the new revised rules from US Sailing. Get a new rule book soon. Reading it is also a good idea.

Practice your 720s. A 720 is never fast nor fun, but it is occasionally necessary. Remember, too, that a 720 is defined as "2 tacks and 2 gybes". How you do that is up to you, but work with your crew to become a better spinner. 720s won't kill your race if you're prepared.

Make sure everyone on the boat knows their specific tasks. Lauren and I are going to change a few minor jobs on the boat so I can concentrate more on the big picture. Come April, we'll do a bit of re-working the routines.

There's nothing like a good fake from time to time. If you can pull off a good fake tack or gybe, it can be an effective move to get a competitor off your back. Make sure you obey the rules in close quarters. This is occasionally a time when the rules can be used offensively, especially when the regatta is on the line.

Remember the "ladder rungs". For more, you can probably Google it, because the explanation is too long for this column. Keeping the ladder rung idea in mind as you're sailing can help you keep your perspective. While you may be behind "visually", you might actually be ahead on the rungs. Such small realizations can improve your outlook.

Use the "centerboard klunk". If you're sailing deep downwind, usually with the pole up, and you have a guy trying to go over the top of you too close, uncleat your centerboard, ease it down about half, then let'er go. The board will make a nice loud "klunk". The other guy

See *OPPOSITE TACK* on page 7



will hear it and know that if he continues, then you're prepared to take him up as far as necessary. When I'm passing to windward, I let my board down so I'm ready for this when you try to do it to me.

Speaking of centerboards. On that very same run, when you want to gybe, generally speaking, you should let your board down about half-way. This will keep you from sliding sideways too much once you complete your gybe. It gets the boat tracking a little quicker. Once you're rolling on the new gybe, pull it back up. The exception might be when you're trying to get lower relative to the rhumb line. Then a bit of slide helps you do that.

Use the chop. If you're on one of the insane powerboat lakes, you need to learn to work in the waves. When waves are coming from the front, heel the boat more to cut through them. When they come from behind, surf as much as you can. When they come from the side, figure out how to make them work to your advantage. For instance, if they come from the leeward side, great; they'll push you to windward. If you see them coming from the windward side, you might consider tacking so you go into them rather than having the waves push you to leeward and thus, away from the mark. If the waves are coming from everywhere, then I suggest Valium.

#### AFTER THE RACE

After every race, ask yourself what you learned. There are always lessons out there regardless of how you finished. Always keep learning.

Lauren and I take a beer cooler with us every time we sail. 4 beers, 2 waters. (If it's beastly hot, we bump up the water). Every regatta. Why? Because a cold beer after the final race of the day is a great way to unwind, talk about what happened, and especially to get over it. What's the extra beer for? Contingencies. If you're craving a puff during the race, opening a beer almost always guarantees that all hell will break loose. After the race, one of your competitors might look over longingly at your happy hour. Always nice to share. If you don't drink alcohol, obviously the controlled substance of your choice is your business. I won't tell.

At the end of it all, make sure your bottom cover is already on your trailer when there's a hoist. Position it correctly every time by marking it on the inside. Usually, you don't need to fully fit it at the hoist, either. Remember, everyone you took pleasure in defeating on the lake is waiting on you. When at a ramp club, it takes a village. A group of able-bodied people can get all bottom covers on in short order.

And finally...the best tip is to always be a good sportsman and a good friend. Don't get too high when you win and don't get too low when you lose. By the time you hit the dock, you should be over it. What happens on the lake, stays on the lake. Hey, it's just a race. How can it be bad when 30 friends can hop in their boats, go out and do battle and then laugh around the beer truck or the campfire? Not a lot of sports can claim that. It's all good....even when it's bad.

Remember the little things. The whole is the sum of the parts. If you can take care of the parts, the whole will be much more rewarding.



**2013 SCHEDULE**

Regatta	Date	Location
Mid Winter Championship	March 2 - 3	Columbia Sailing Club, Columbia, S.C.
Harbor Island Spring Open Regatta	April 20 - 21	Harbor Island Yacht Club, Old Hickory, Tenn.
AYC Open Regatta	April 27 - 28	Atlanta Yacht Club, Acworth, Ga.
Hawg Wild Regatta	May 25 - 26	Grande Maumelle Sailing Club, Little Rock, Ark.
Riviera Regatta	June 8 - 9	Lake Mattoon Sailing Club, Neoga, Ill.
2013 Junior National Championship	June 17 - 18	Atlanta Yacht Club, Acworth, Ga.
2013 Senior National Championship	June 19 - 21	Atlanta Yacht Club, Acworth, Ga.
2013 Challenger Fleet National Championship	June 19 - 21	Atlanta Yacht Club, Acworth, Ga.
Mid Summer Madness	TBD	Chippewa Yacht Club, Lake Chippewa, Ohio
Kenyon Cup	August 3 - 4	Lake Lashaway Sailing Club, North Brookfield, Mass.
Beer and Boats	TBD	Carlyle Sailing Association, Carlyle Lake, Ill
Lake Norman Labor Day Open Regatta	Aug. 31 - Sept. 1	Lake Norman Yacht Club, Mooresville, N.C.
Indy Outty	September 7 - 8	Indianapolis Sailing Club, Indianapolis, Ind.
Whale of a Sail	September 14 - 15	Carlyle Sailing Association, Carlyle Lake, Ill
Lake Lemon Open Regatta	September 21 - 22	Bloomington Yacht Club, Bloomington, Ind.
Indian Summer Open Regatta	October 5 - 6	Saratoga Lake Sailing Club, Saratoga, N.Y.
Gilbert Beers Memorial Regatta	October 12 - 13	Atlanta Yacht Club, Acworth, Ga.



**JET SKI JOKES**

What is the difference between a jet ski and a vacuum?

*The location of the dirt bag*

What's the difference between a jet skier and a bucket of @#%\* ?

*The bucket*

YFlyin'!!

**2010 Results:**  
**Nationals**  
 1,2,3,5  
**Midwinters**  
 1,3,4

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# RIVIERA REGATTA....FROM MY POINT OF VIEW

By Drew Daugherty Y-2798

(Editor's Note: This article was original published in a 1989 edition of the Flyer. Drew thought it would be great to see it published one more time.)

I had always marveled at the name, Riviera. Remembering my fifth grade geography, I was almost certain Neoga was nowhere near France. Nor was it in any proximity to my own beloved "Redneck Riviera" which stretches from around New Orleans to Panama City and includes more than its share of giant plastic dinosaurs along the roadway. But the name Riviera is derived from the word revere and I figured I could come to revere this part of the heartland as long as there are good friends and good racing. I had also cut a deal with Chet and Lela promising to come to their regatta if they attended mine, so I was kind of obligated. With that in mind, I loaded up my purple and pink plastic boat and headed north.

My jet-setting and corporately important crew, the amazing Clif, was doing business in the area and flew in to meet me on Friday afternoon. Clif received great pleasure relaying this story to anyone who would listen, how he was the only person in the world who had flown into Mattoon, Illinois, for a major yacht racing event. Clif is easy to bring to regattas, he gets along well with others. In fact, he is the Mohammad Ali of getting along. I swear if you throw Clif into a platoon of Iraqi soldiers with a six-pack of beer, by the end of the day, they would all be laughing and admitting that George Bush is not really a bad guy after all. You can count on Clif to have a few beers, work the crowd, and make some new friends.

Lake Mattoon Sailing Association is not easy to find. As one travels down increasingly unimproved roads you begin to suspect that this is some sort of cruel Yankee joke. Like they are sipping cold drinks somewhere watching while the foolish southern boy is getting an agri-lesson in corn-ology. I was told to take a left at the hog processing plant. Boy, that helped a lot. The closest I had been to a hog plant was browsing the bacon section at Safeway. I did, however, alertly spot what I later found out to be two signs that were nailed very close together and read "Cheese Bait Turner Marine". I followed the arrow musing that perhaps Chet was moonlighting, or simply picked up a new nickname. This strategy was successful and as I rolled into LMSA I was greeted by ol' cheese bait himself — bringing me a cold one! My first smart tack of the weekend.

The clubhouse at LMSA is modest but cozy. The unusually cold night in June was warmly greeted by a nice fire. I settled into a comfortable spot and watched the wonderful, typical regatta scene unfold, like so many times before. The kind of scene that makes you forget the nine hour drive and only appreciate being there. First there are the locals, stewing around making sure everything is going smoothly; the beer, registration, the food. Then you spot the old timers who are close and dear friends even though they only see each other a few times a year at these rituals. Some of them have been sailing for thirty years and this is a major part of their lives. You see the cocky young bucks circling each other like stray dogs bragging and psyching. There's the confident champion smiling, he knows how to win. Then there are the administrators, the people who have chosen to govern our fleet. They have serious looks on their faces, not thinking about tomorrow's races. But most of all you see people who like each other, love sailing and having fun. And of course, "the amazing Clif" working the crowd, making new friends.

I will not report on the races Saturday, nor Sunday for that matter. I'm sure our faithful editor will cover them thoroughly. I will say that our send-off brunch of white beans and ham was a propelling experience that let you know just how far behind you were on the beats. Clif and I had three bowls apiece and felt that to be a major contributor in compelling us to win the first race.

Saturday's festivities were highlighted by an enormous bonfire crowned by an old wooden Y-Flyer. Joe Whitesell, whose love for wooden boats is legendary, just couldn't stand it. He had to climb to the top of the bonfire and have his picture taken in the old vessel. Later on

See POV on page 10



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POV Con't. from page 9

that night, the burning bonfire was ringed by about one hundred wearing togas. For those who forgot their togas, the local hotel was fertile source of white sheets. I suspect the "Sailor's Tailor" sewed their own professional, tight-fitting outfits, because Sandy Rowland really looked hot in hers. Ed Bigus, who did not look hot in his toga, capped off the night with his usual rendition of "Pop-a-zit".

The "Golden Sow" award, earned by doing something stupid, was given to Chet Turner, but could have gone to a number of people. Pat Passafiume, while leading a race, let Gerry Callahan talk him in to going around a buoy the wrong way. Jeff Rodgers almost earned the sow by getting stopped by the Neoga police at 3 a.m. They searched his car and found a mysterious tube of epoxy glue which they figured he had been sniffing. Jeff's quick-minded explanation of epoxy and its uses on sailboats allowed him to beat the rap and stumble back to his hotel.

Chet's first sow was for breaking his rudder in the last race with a certain win in sight. He blamed shoddy workmanship and promised to investigate a possible lawsuit against the manufacturer. Ed Bigus took the case. Chet was a great sport about it and may now point the finger at the next lucky recipient.

After the trophies were distributed, I loaded up my boat and headed home through cornfields with a better understanding why it was called the Riviera. For it was truly an exotic place. A land of bonfires and men dressed in sheets. Of glue sniffing and weird songs about acne. But more than anything it was about racing boats with good friends. That is what makes the long drive worth the effort and keeps me coming back year after year.

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## COLUMBIA SAILING CLUB TO HOST THE 2013 Y-FLYER MIDWINTER CHAMPIONSHIP REGATTA

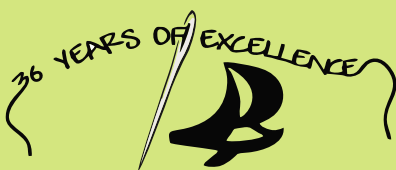
*Sort of by someone from CSC, but not really...*

It's time to get your boats out of winter storage, round-up your sailing gear and head down to Columbia Sailing Club for the 2013 American Y-Flyer Yacht Racing Association's Midwinter Championship Regatta on March 2 - 3.

Columbia Sailing Club is located on Lake Murray, a man-made lake of 78 square miles with 520 miles of shoreline, a length of 41 miles and an advertised width of 14 miles. The lake is contained by a large earthen dam which was the largest in North America at the time it was built in the '20s. Located just north of Columbia, South Carolina, the Columbia Sailing Club boasts a great club house, camping facilities, hot showers, and flat screen televisions to watch your favorite college basketball team vie for their conference championship after a hard day of racing.

The Midwinter Regatta is a five race series providing first rate competition in both a Blue and Gold Fleet. So even if you're still honing your skills, we have a competitive division just for you. In the past few years, the weather has been on our side with day time temperatures in the 60's and 70's usually accompanied by nice wind.

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